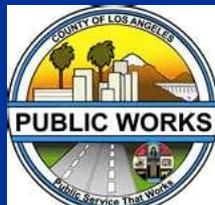


Marina del Rey Maintenance Dredging Project



**Presentation to Major General William T. Grisoli
Deputy Commanding General for Civil and Emergency Operations,
United States Army Corps of Engineers**

January 2011



Marina del Rey



US Coast Guard Cutter HALIBUT



Los Angeles County Sheriff



Los Angeles County Lifeguard Baywatch



Beaches and Harbors/Public Works

Santa Monica Bay



Marina del Rey

- Two miles from LAX approach and departure route
- A few miles from three major plants
- Within 30 nautical miles of the Port Complex
- Along 65 miles of coastline

Marina del Rey First Responders



USCGC HALIBUT

- Responsible for patrolling over 300 miles from Morro Bay to Dana Point
- USCGC HALIBUT maintains a 24/7 readiness status
- Homeland Security
- Search & Rescue
- Maritime law enforcement
- Marine environmental protection and public affairs
- Security for Ports of Los Angeles and Long Beach
- 12 sister ships may at any time require to pull into MdR for fuel, supplies, repairs, and to rest overnight while in transit to and from Baja California for counter narcotics/migrant missions



County Sheriff

- Responsible for patrolling over 128 miles of coastline including San Clemente and Santa Catalina Island
- Homeland Security
- Law enforcement on the water and on docks
- Education and crime prevention
- Open water rescue and medical emergencies
- Maritime law enforcement



Lifeguard Baywatch

- Prevent accidents and make ocean rescues
- Homeland Security
- Rescue and assist disabled boaters
- Provide emergency medical assistance to beachgoers
- Maritime law enforcement
- Find and return lost children

U.S. Coast Guard, Los Angeles County Sheriff and Lifeguard Homeland Security

Rapid Deployment Needed for Infrastructure Protection

Los Angeles County Critical Facilities

- Offshore tanker moorings
- LAX approach and departure route
- Three power generating plants
- Hyperion sewage treatment plant
- Major ports
- Reservoirs



U.S. Coast Guard, Los Angeles County Sheriff and Lifeguard Homeland Security

Rapid Deployment Needed for Small Vessel Security Strategy

- Risk that small vessels might be used to smuggle terrorists or weapons of mass destruction into the United States
- Small vessels might be used as either a stand-off weapon platform or as a means of a direct attack with a waterborne improvised explosive device



In January 2000, US Coast Guard Cutter POINT BRIDGE from Marina del Rey was one of the first units to respond to the crash of Alaska Airlines Flight #261 in the waters off Point Mugu

Los Angeles Times | LOCAL

LOCAL U.S. WORLD BUSINESS SPORTS ENTERTAINMENT HEALTH LIVING TRAVEL OPINION MORE Search GO

CORRECTIONS READERS REP PHOTOS VIDEO BLOGS DATADESK NEWSLETTERS RSS HOROSCOPES GAMES

THE CRASH OF FLIGHT 261; Jetliner Plunges Into Pacific; 88 Feared Dead in Crash off Ventura County; Tragedy: Pilots of Alaska Airlines flight reported a problem moments before plane disappeared from radar. Fishermen saw a splash '200 feet in the air' as it hit water.

By ERIC MALNIC; CATHERINE SAILLANT; GARY POLAKOVIC
Published February 1, 2000

An Alaska Airlines jetliner en route from Puerto Vallarta to San Francisco and Seattle with 88 people on board crashed into the sea off Port Hueneme on Monday afternoon after reporting mechanical problems. There were no signs of survivors.0

Airline officials said that moments before the twin-engine MD-83 jetliner disappeared from radar screens, the pilots radioed that they were having trouble with the plane's horizontal stabilizer, the wing- like portion of the tail that controls the up-and-down pitch of the nose.

The Federal Aviation Administration says the Alaska Airlines jetliner was flying at a steep climb when it crashed.

The New York Times

WORLD U.S. N.Y. / REGION BUSINESS TECHNOLOGY SCIENCE HEALTH SPORTS OPINION

Alaska Airlines Plane Took a Nosedive : 88 Feared Dead as Jet Crashes Off California

By Brian Knowlton
Published: February 2, 2000

WASHINGTON— The U.S. Coast Guard, Air Force and Navy continued an extensive search off the California coast Tuesday after an Alaskan Airlines jet airliner with 88 people aboard plummeted nose-first into deep waters northwest of Los Angeles.

The search for survivors continued, but the chances of finding any seemed slim. Officials said four bodies had been recovered in the Santa Barbara Channel.

Just before the crash, the plane's crew reported mechanical difficulties and requested an emergency landing in Los Angeles. The plane, Flight 261, began Monday in Puerto Vallarta, Mexico, and had a scheduled stop in San Francisco en route to Seattle.

Fishermen, among the first at the crash site, about 12 miles (19 kilometers) off the coast, said that they had found human remains and large amounts of debris from the plane, an MD-83.

The outline of the plane was seen, upside down, just under the surface of the water late Monday. Witnesses said the plane was seen about 200 feet (61 meters) above the water.

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NEVER LET ME GO
WATCH THE TRAILER

The New York Times

WORLD U.S. N.Y. / REGION BUSINESS TECHNOLOGY SCIENCE HEALTH SPORTS OPINION

Jet Carrying Almost 90 Crashes Off California

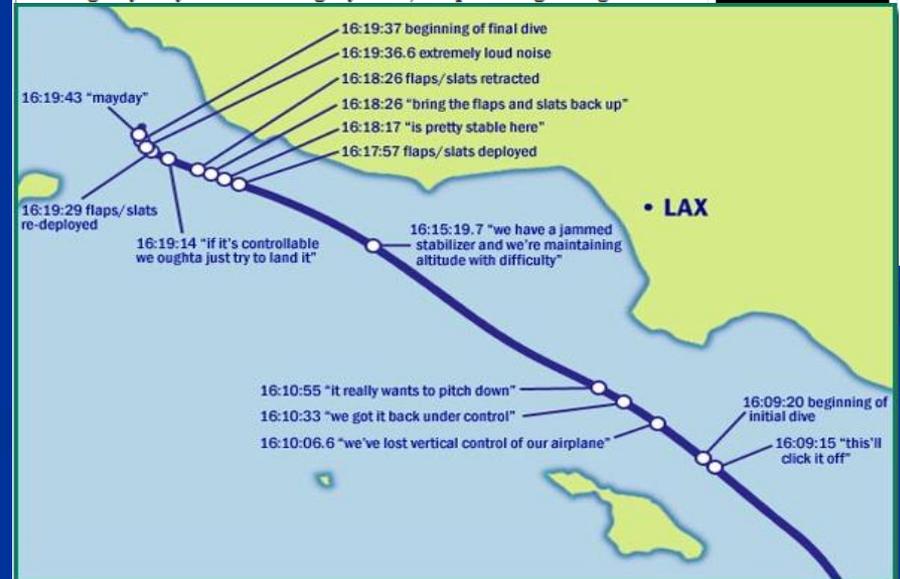
By TODD S. PURDUM
Published: February 1, 2000

LOS ANGELES, Jan. 31— Alaska Airlines jetliner bound from Mexico to San Francisco crashed into the Pacific Ocean northwest of Malibu this afternoon with nearly 90 people aboard after reporting mechanical difficulties. Coast Guard boats, rescue helicopters and a Navy search plane scoured the choppy waters for hours into the winter twilight and long past darkness, finding several bodies but no immediate survivors, the authorities said.

"We're going to search for survivors until there's zero chance of finding anybody from this tragedy alive," Capt. George Wright of the

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CONVICTION
Watch The Trailer



Shoaling at Marina Entrance Affects Emergency Response Operations

Shoaling Problems at MdR Entrance

- CG HALIBUT can only use south entrance
- Boats run aground at north entrance

Sheriff Emergency Responses

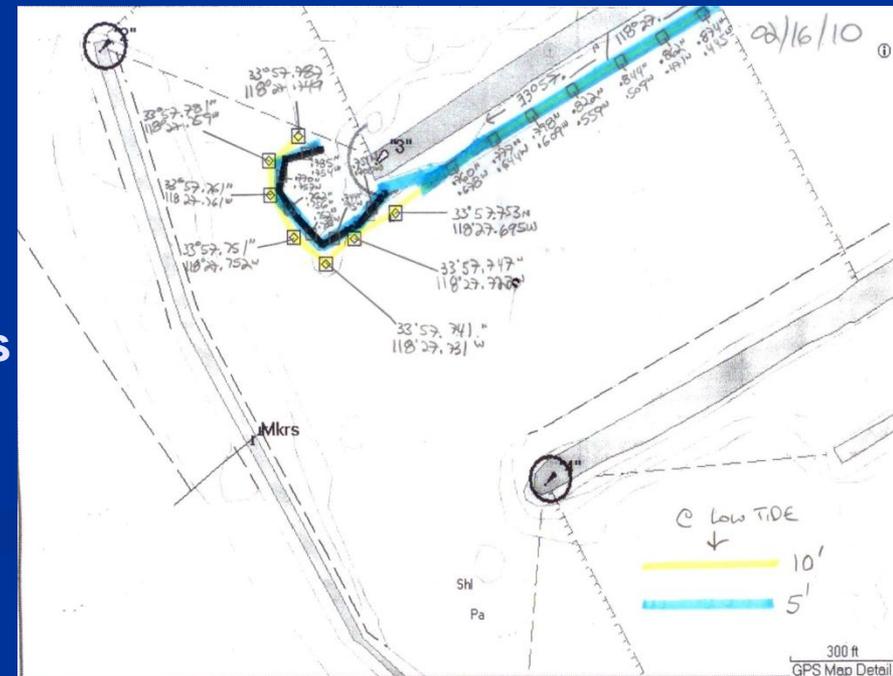
- 6 aground vessels at Marina entrance
- 47 engine failures
- 3 capsized boats
- 3 sinking vessels
- 2 medical emergencies

Lifeguard Baywatch Emergency Responses

- 20 aground vessels at Marina entrance



Aground vessel near the Marina entrance



Past MdR Maintenance Dredging Projects

Date	Dredge Method	Dredge Material Taken from	Dredge Material Placed at	Quantity in cubic yards
9/69 - 10/69	hydraulic dredge	Ballona Creek Mouth	Dockweiler State Beach (onshore)	390,000
8/73	hydraulic dredge	South side of North Jetty	Venice Beach (onshore)	16,000
6/81	hydraulic dredge	Entrance Channel and Ballona Creek Mouth	Dockweiler State Beach (onshore)	166,000
2/87 - 3/87	hydraulic dredge	Jetty tips and Ballona Creek Mouth	Dockweiler State Beach (onshore)	35,000
10/92 - 11/92	dragging	Ballona Creek Mouth	<i>In situ</i>	21,500
11/94 - 1/95	clamshell	Entrance Channel	POLA Shallow Water Habitat CAD site	55,000
3/96 - 4/96	hydraulic dredge	North Entrance Channel	Dockweiler State Beach (onshore)	240,000
3/98 - 4/98	clamshell	South Entrance Channel	LA-2 Disposal Site	52,000
	clamshell	North Entrance Channel	Dockweiler State Beach (nearshore)	74,000
10/99 - 3/00	clamshell	South Entrance Channel	POLB-Slip 2	390,000
	clamshell	North Entrance Channel	Redondo Beach	282,000
1/07 - 3/07	clamshell	North Entrance Channel	Dockweiler State Beach (nearshore)	327,000
1/09 - 4/09	Sand separation	South Entrance Channel	Dockweiler State Beach	6,500

MdR Maintenance Dredging Areas



Sediment Quantity (11/2009)

571,000 cy contaminated; **329,000 cy** clean; **900,000 cy** total.

Port of Long Beach Middle Harbor Project



- Consolidate two older terminals into one
- Fill site will accommodate 3,200,000 cy of third party fill material
- Estimated window of opportunity for acceptance of third party fill material is approximately 18 months (July 2011 – December 2012)

***This is a rare opportunity to uniquely dispose of contaminated material*

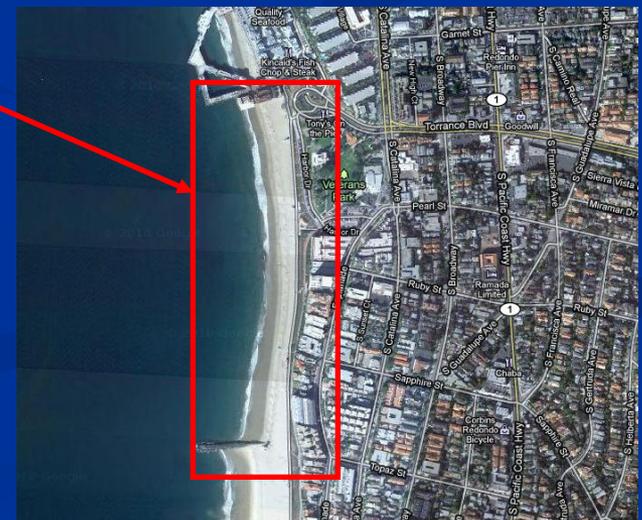
Port of Long Beach Tentative Fill Plan

Approximate Elevation (ft)	Fill Layer	Tentative Projects for Each Layer	Estimated Source Volume (cy)	Estimated Total Volume (cy)	Tentative Timing of Fill Availability
(+15 to +45)	7	Borrow Site	500,000	700,000	After Dec 2012
		Storage Site	200,000		
(+8 to +15)	6	Storage Site	300,000	300,000	Sept to Dec 2012
(-5 to +8)	5	LA County, Marina del Rey, Areas 1-6	116,000	531,000	May to Aug 2012
		LA County, Marina del Rey, Areas 7-9	108,000		
		Port of Los Angeles, China Shipping Surcharge	307,000		
(-15 to -5)	4	Eagle Rock Aggregate, Port of Long Beach D44	6,000	300,000	Jan to Apr 2012
		Miscellaneous Port of Long Beach Projects	100,000		
		City of Long Beach, Colorado Lagoon	70,000		
		City of Long Beach, Alamitos Bay	41,000		
		LA County, Marina del Rey, Areas 7-9	83,000		
(-20 to -15) Granular Layer	3	LA County, Marina del Rey, Areas 1-6	164,000	164,000	June to Dec 2011
(<-20) Berm	2	LA County, Marina del Rey, Areas 7-9	100,000	100,000	June to Dec 2011
(<-20')	1	City of Newport Beach, Rhine Channel	150,000	325,000	May to Aug 2011
		USACE LARE and City of Long Beach Rainbow Harbor	175,000		Sept to Dec 2010

Beneficial Reuse Material to Dockweiler or Redondo Beach



Dockweiler State Beach



Clean Material

■ 329,000 cy

Redondo Beach

Current Estimated Cost to Dredge and Barge Contaminated Sediment to POLB Middle Harbor Project

- 571,000 cy of contaminated material @ \$20/cy = \$11 million
 - 329,000 cy of clean material to Dockweiler Beach = \$ 3 million
- Total = \$14 million**

Federal Appropriations:

FY10	\$1,400,000
	<u>-\$910,000 (EA, SAP, and Plans & Specs)</u>
	\$490,000
FY11 if Passed	\$2,050,000
Savings & Slippage	<u>- 5%</u>
	\$1,947,500
FY12 if Passed	\$3,170,000
Savings & Slippage	<u>- 5%</u>
	\$3,011,500
Total Funds Available (FY 10/11/12)	\$5,449,000

***This slide was updated on 2/17/11

Cost to Dredge and Truck Contaminated Material to an Inland Landfill

- 571,000 cy @ \$150- \$200/cy = **\$85.5 to \$114 million**
- Finding an inland landfill that would take contaminated material is extremely difficult and perhaps cost prohibited
- Placing contaminated soil in Port of Long Beach Middle Harbor Project will save the Army Corp. millions of dollars while eliminating more than 65,200 truck trips through densely populated communities